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Pacific Mail Will Resume Transpacific Trade

FRENCH LINES HOLDING FAST ABOUT VERDUN DESPITE LOSS

Crown Prince Launches Fresh Assaults On New Positions Taken Up By Gallic Troops After Retiring From Bethincourt

ADDED GAINS CLAIMED BY BERLIN OFFICIAL REPORT

Statement Says Teutons Have Taken Two Thousand Yards of Front After Desperate Assaults On Haucourt Trenches

(Associated Press by Federal Wireless.)
LONDON, April 11.—Stubbornly resisting every attack of the German host under the Crown Prince, the French yesterday beat back again and again assaults on the extreme western flank of their positions defending the fortress of Verdun, where for more than six weeks the Teutons have been ceaselessly hammering the Gallic lines. Once more the reports from Paris and from Berlin conflict, but the general opinion among the military critics here is that French have been compelled to straighten their lines east and south of Bethincourt, now isolated by the Germans, but have made good their stand at Cumieres and Avocourt, despite the continued offensive of the enemy.

The fiercest fighting of the day was south of the little brook of L'Orme, which flows into the Meuse, north of the town of Cumieres. This is on the left or western bank of the Meuse, and there the Germans launched several attacks during the day, ceasing their artillery fire only when their own infantrymen were endangered by the bursting shells.

GERMANS SENT TO SLAUGHTER

Time after time dense masses of Teuton infantry were sent forward by the generals commanding the assault, and time after time they were slaughtered by the French machine-guns and field pieces that cut great gaps in the ranks and left for the French infantry little to do but defend the new line of trenches. The stories of the tremendous losses suffered by the Germans at Verdun have become old stories now, but the official and semi-official reports of the attack on the entrenchments on Percey creek yesterday indicate that nothing, save perhaps the first attacks on Donauort fort, have proved so costly to the Kaiser's armies.

GERMANS STRAIGHTEN LINES

Berlin says that the Germans there attacked near Haucourt, and drove the Gallic defenders back over a front of two thousand yards, to a distance two-thirds of a mile south of the village. The Teutons, however, claim that the Crown Prince there captured 600 prisoners, including fifteen officers. They add that fierce counter attacks by the French failed, after the attacking forces had suffered fearful losses. This gain is said to have straightened the German lines before Verdun, flattening the last of the valleys salients that the French had clung too, or had driven into the German positions.

Minor fighting is reported in the Callette woods, where the German attacks were easily defeated by the French gunners, and none of the desperate charges reached even the outer lines of the Gallic trenches, but melted away under the fire of machine gun, shell and rifle.

TEUTONS WIN AND LOSE

The Paris despatch covering the fighting on the west bank of the Meuse, tells of the German attacks and admits that Germans gained a slight foothold over a front of 500 yards, while the struggle for Cote L'Homme Mort ended for the day in the complete repulse of every Teuton drive.

In the Arns region the British have been carrying on a series of minor attacks against the German positions, and yesterday directed an assault against the mine crater near St. Eloi, recently captured by the Germans. The attempt proved successful and the crater is once more in the hands of the Canadian troops. The Canadians also occupied a line of communication.

RUSSIANS MAKING RAPID GAINS IN ASIATIC TURKEY

Grand Duke Nicholas Reports Capture of City of Diarbekr By Slavs

FAST NEARING FAMOUS RAILWAY INTO BAGDAD

May Soon Cut 'Spinal Cord' of Ottoman Defense In Tigris Valley

(Associated Press by Federal Wireless.)

LONDON, April 11.—Possibly the most important single development of the war yesterday outside of France, was that reported by the Grand Duke Nicholas, who announced that he has again defeated the Turkish-Germanic allies in Asiatic Turkey and has entered the important city of Diarbekr, south-east of Erzerum and due south of Trebizond.

This throws the Russian columns almost within striking distance of the Bagdad railroad, the spinal cord of the Turkish forces defending Bagdad and attacking General Lake and General Townshend, the latter locked up at Kut-el-Amara.

The Bagdad railroad, once in Russian hands or cut so that supplies could no longer be sent south from Constantinople, and the Turkish armies will be so greatly handicapped that competent observers here insist that the campaign in Mesopotamia will be over except for the "cleaning up."

It will also make much easier the Russian advance toward Constantinople, and Aleppo and Adana, giving the Grand Duke access to the sea, would be almost sure to fall.

CARRANZA LEADER WANTS AMERICANS TO LEAVE AT ONCE

(Associated Press by Federal Wireless.)

WASHINGTON, April 11.—General Gaviira, commander of the Carranza garrison at Juarez, last night issued a formal statement declaring that the Carranzistas are now "prepared to control the situation, including the Villa feature, if the Americans will leave the country."

This is the first official intimation from any of the Carranzista leaders, or their evident desire to have the American troops under General Pershing leave Mexico at once, and has silenced local officials who up to the time of the receipt of that message were declaring that Carranza and his officers have been cooperating with American troops.

SAY BORDER IS QUIET

It is true that a late statement from the War Department announced that the "border is quiet, and there is no evidence of any intention on the part of the American commanders to withdraw from the field."

At the same time despatches from Columbus, New Mexico, announced that "American soldiers here are sleeping upon their arms, while heavy patrols are guarding the streets of the town. The gun racks are unlocked and the rifles are ready for instant service. Reports of contemplated bandit raids upon the place are said to be the cause of these extraordinary precautions."

MAY SET DEAD LINE

The latest report is that a "dead line" has been set, presumably at the suggestion of the Carranzistas, beyond which the American column is not to go in pursuit of General Villa. Both Secretary Lansing and Secretary Baker refused to comment on the story that an agreement had been reached to this effect with Carranza.

It is rumored that no surprise would be occasioned if the Carranzistas should soon set a date when they think the Americans should withdraw, believing that the purpose of the expedition has been accomplished in the defeat and scattering of the Villa forces.

VILLA FAR SOUTH

General Villa is believed to have succeeded in getting beyond Parral, according to despatches to El Paso, and to be now two or three days ahead of the Americans. Perhaps his destination is Durango, where he will join 1000 men under the Arrieta brothers. General Garcia, a Carranza commander, denied the story that a "dead line" in the pursuit of Villa has been agreed upon.

CAPT. BENJAMIN FAULOIS, Who Is In Command of American Aviation Squadron Operating With General Pershing's Expedition, Which Invaded Mexico To Destroy Villistas



SENATE WILL VOTE ON KITCHIN BILL SUGAR DUTY EXTENSION IS OPPOSED

(Associated Press by Federal Wireless.)

WASHINGTON, April 11.—After a day of more or less exciting debate, the senate, late yesterday afternoon, decided to defer voting upon the Kitchen bill until today. The chief reason for this action was the move made by Senator John D. Works of California, who announced that he has under consideration an amendment to the bill, as it stands, which, however, will not be ready until this morning, at which time he will be able to submit it for debate. As the bill stands it carries the amendments fixing the period of tariff extension until May 1, 1920.

Under the final agreement the measure will be voted upon in the upper house today.

In opening the debate yesterday, Senator Simmons said that he is satisfied that the measure is to be "but a temporary one, to tide over the difficulties due to the decrease

of revenue resulting from the war in Europe, and not to any permanent economic causes." He was sure, he added, that when normal world conditions return it will be practicable to return to the free sugar policy.

This brought Senator Newlands of Nevada to his feet, in reply to the chairman of the finance committee, to assert that a four-year clause would delete all real benefit which the sugar planters might be expected to receive from the measure, and to urge a straight-cut, out-and-out repeal of the free sugar clause in the tariff bill.

Senator Thomas of Colorado, wanted merely the simple extension of the tariff period, and Senator Curtis of Kansas spoke for repeal of the free clause. Senator Thomas, declared that the Democrats should be glad of the opportunity to admit their error in passing the original measure. Senators Broussard of Louisiana and others came out flat-footed for the repeal of the free clause without setting a time limit.

MEXICAN CONSULATE IN YOKOHAMA NOW CLOSED

(Special Cable To Hawaii Hoch)

TOKIO, April 11.—Senator Blanco, the Mexican consul-general at Yokohama, formally announced yesterday that the consulate there will be closed after today, under orders from the Carranza government. The consul added that it is probable these orders will remain in effect until after the civil war ends in Mexico. He also said that there is at present a strong anti-American feeling among Mexicans of all parties, while the Japanese are welcomed everywhere throughout the country.

HOUSE COMMITTEE DRAFTING NAVAL APPROPRIATION BILL

(Associated Press by Federal Wireless.)

WASHINGTON, April 11.—The subcommittee of the house naval committee yesterday began the drafting of the naval appropriation bill for 1917. The measure is said to contain many increases in the personnel and number of ships, and to embody a number of suggestions made by naval officers during the recent hearings.

COLONEL RIVERS IS BETTER

(Associated Press by Federal Wireless.)

COLUMBUS, N. M., April 10.—Lieut.-Col. Tyree Rivers, Thirteenth Cavalry, who is seriously ill of pneumonia at Camp Grant, is reported to day as improving.

TORPEDO EXPLODES ON JAPANESE BATTLESHIP

(Special Cablegram to Nippon Jiji)

TOKIO, April 11.—A practice torpedo on board the newest of the Japanese superdreadnoughts Fuso exploded during practice yesterday, killing one of the officers of the big warship instantly and seriously wounding three members of the crew. Many others were slightly wounded. The Fuso was built at the Kure naval yard, and has a gross tonnage of 36,000 tons.

EX-CONVICT'S 'CONFESSION' PROVES DELIBERATE HOAX

(Associated Press by Federal Wireless.)

SAN DIEGO, April 11.—Police investigation of the alleged "confession" made to Kimo Wilson, chief of police here, by James Moran, an ex-convict, who declared that he and two postal clerks in New York had been instrumental in robbing the Federal Reserve bank's mail of \$200,000, disclosed the fact that Moran was in San Quentin at the time he says he was in New York.

MATSUKATA IS WELCOMED

(Marconigram To Hawaii Shipho)

SAN FRANCISCO, April 11.—The Shinyo Maru arrived here yesterday, having among her passengers Bishop M. C. Harris of the Methodist missions of Korea, and K. Matsukata, president of Kawasaki Shipbuilding Company. Large numbers of Japanese and American friends of both distinguished passengers were at the dock to welcome them to San Francisco. The Chamber of Commerce of San Francisco held a reception for Bishop Harris and Mr. Matsukata.

PREFERENCE ELECTION TODAY

(Associated Press by Federal Wireless.)

CHICAGO, April 11.—Cook county, Illinois, today will hold the presidential preference primaries. There are several hot fights on.

SERVICE WILL CONSIST OF THREE FINE VESSELS AND INCLUDE HONOLULU

Former Dutch Steamers Colombia, Venezuela and Ecuador Forerunners of Larger Fleet Flying American Flag and First Sailing From San Francisco To Be Ecuador, In June

SCHEDULE TO BE REGULAR

(Associated Press by Federal Wireless.)

SAN FRANCISCO, April 11.—The Pacific Mail will resume the Transpacific trade to the Orient abandoned last fall.

First sailing from San Francisco will be that of the steamship Ecuador on June 17. She will touch at Honolulu, Yokohama, Shanghai, Manila and Hongkong.

Two other vessels to be in the trade will be the sister ships Venezuela and Colombia.

Decision as to this was made today. Announcement was made by John H. Rosster, general manager of the Pacific Mail. Service will be under the American flag.

The steamships Colombia, Venezuela and Ecuador were built in 1915 by the Dutch for the South American trade. First sailing of the Ecuador has been announced as above; the other vessels also will maintain regular Oriental schedules.

Besides these three vessels more will be added soon. Schedules will be maintained similar to those of the Toyo Kisen Kaisha, the Japanese line.

Returning the Ecuador will not touch at Manila. She will arrive at San Francisco August 28.

NEW LINE GREAT BOON FOR ISLANDS

This news positively is the best the Hawaiian Islands have had as to shipping in years. It comes at a time when all ocean news had been unfavorable, a continued reiteration of congestion and withdrawals of vessels. Its importance cannot be overestimated. Universal rejoicing here is going on. The American flag will be seen again on the Pacific, now missing except for the China mailer China and stray tramps.

The three fine vessels, Colombia, Ecuador and Venezuela, were purchased by the Pacific Mail from the West Indian Dutch line, for \$1,100,000 each. The first is of 3448 tons, the second of 3517 tons and the third of 3444 tons, virtually the same size.

Sales Announced In March

Announcement of their sale to the Pacific Mail was made in Amsterdam the middle of March. Prior to that time, however, San Francisco newspapers had stated they had been sold to W. R. Grace & Co., which is associated with the American International Corporation in the ownership of the Pacific Mail, the two great firms having bought the stock of the Southern Pacific. Other reports were they had been sold to Norse.

The Venezuela cleared from Amsterdam for San Francisco March 18, and the Ecuador was to follow as soon as she was refitted. The Colombia arrived at Honolulu March 15 from New York. These vessels are not so large as the big Man-hua and Mongolia of the old Mail line, which were the greatest vessels in these seas except for the Hill liner Minnesota. The Manchuria and Mongolia are of 8750 tons net. Both are in the Atlantic war trade.

Old Fleet Was Strong

In the old days the Mail had the big sisters and the Korea, Siberia, China, Persia and Nile, operating under a joint schedule with the Toyo Kisen Kaisha. The Big Four were sold to the International Mercantile Marine, the Atlantic Transport line; the China is under the China Mail flag, the Persia under the T. K. K. flag, and the Nile continues to be used as a British transport somewhere in the Orient or Mediterranean.

Last sailing of a Mail vessel from Honolulu was that of the Manchuria, the largest of the fleet, September 29, when she departed for San Francisco.

Last fall the Grace line and the newly organized American International bought E. M. stock of the Southern Pacific, thus taking over the Panama fleet.

Recently the small Panama steamer Pennsylvania was despatched to Yokohama direct from San Francisco, not calling here, with general cargo. This was taken as foreshadowing a possible resumption of the old service, but it was stated in San Francisco that the sailing was an experiment.

In his present announcement the hand of the International corporation can be seen plainly. Few companies of recent years have been so significant as this. On its board are some of the leading financiers of the States. It was formed to further American trade in

foreign countries, and it entered into the steamship field with this in view. W. R. Grace & Co., partners with it in the Pacific Mail, are too well known in the steamship field to need comment. They are one of the strongest American companies, and are growing stronger every day. In no field could American trade be helped so greatly as by re-establishing an United States merchant marine in the Pacific, a fact of which the associated companies were aware. Besides, the trade is very profitable, and will be stable when the bottom has dropped out of many of the new war tramps.

How Islands Will Benefit

Immediate benefit to the Islands will be in adding to the relief of congestion of freight in the Orient, which has increased so that great difficulty is being experienced in getting merchandise, gunnery and Japanese and Chinese goods in particular should move much more easily now. There should be plenty of freight offering to San Francisco from Honolulu, although the vessels probably will be able to bring little here from the Coast, as they would fill with through cargo for the Far East.

It is presumed that a joint schedule with the T. K. K. will be arranged, as heretofore. P. M. vessels formerly called at Honolulu, Yokohama, Kobe, Nagasaki, Manila, Hongkong, Keelung, Shanghai, Yokkaichi, Shimizu, although each vessel did not make all these ports.

Old P. M. Is Kept Alive

The old company was kept alive recently when sale of the fleet to W. R. Grace & Co. was consummated, a formal measure, so as to keep the fleet intact. It was to be operated jointly by Grace and the International. The International paid \$1,250,000 for the Panama fleet.

Within a day or two, now, discussion will begin as to the retirement of the Pacific Mail last year, because of the Seamen's act, as it was stated by the company. In view of the re-entrance into the overseas trade by the reorganized company the question is certain to be opened.

Honolulu can afford to smile and let the sea lawyers talk. The Pacific Mail is coming back.

That the Pacific Mail would resume operations out of San Francisco on an even larger scale than before its temporary withdrawal was indicated by the rapid rise early in March in the shares of the company. On the New York Stock Exchange the shares were quoted at 18, 25 and 26 1/2, and 29 1/2 within a few days.

Further Purchases Reported

The general advance in the shares of the company was accompanied by rumors of the further purchases of ships and even greater financing than has been announced, which might possibly carry rights to the stockholders.

The general advance in the price of Pacific Mail stock revealed a pretty bit of financing and brings to light the fact that the American International Corporation and W. R. Grace & Co. which jointly purchased the assets of the Pacific Mail Company after the sale of its four big liners to the American International Marine made a remarkable bargain.

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